

TO INVESTIGATE PUTNEY CHARGES

**C. & O. Officials Will Ascertain
Why White Passengers Were
Ousted for Negroes.**

SEABOARD'S COAL LINE

N. & W.'s Board of Directors
Have Accepted Resignation
of Pennsylvania Members.

President George W. Stevens, of the Chesapeake and Ohio, left yesterday morning for the western end of the road over the James River Division.

The president has ordered an investigation of the Putney charge that a conductor and porter on the Lynchburg train ousted white passengers from a chair car to give the seats to negroes.

General Manager C. E. Doyle will shortly leave for his vacation.

At the last meeting of the directors, two of the five members who distinctly represented the Pennsylvania Railroad Company on the board—Mr. Henry C. Frick, president, and Mr. John A. Weyer, Mr. Thayer, fourth vice-president of the Pennsylvania, and Mr. William H. Barnes, a director—resigned from the Norfolk and Western board. The vacancies were filled at the election of Mr. Henry C. Frick, of Pittsburgh, and Mr. John A. Weyer. Mr. Weyer is president of the Adams Express Company, which has close track relations

with the Pennsylvania Railroad, and is a director in a bank and in a trust company of Philadelphia in which the Penn-

Pennsylvania Railroad is understood to be interested. Three Pennsylvania directors, Messrs. John P. Greene, Samuel Rea and James McCrea, remain among the eleven Norfolk and Western directors. The assumption is that these changes were made in anticipation of the forthcoming report by the Interstate Commerce Commission in regard to the ownership of railways and coal companies on the theory that, although the Pennsylvania Railroad Company owns only a minority interest, it dominates in the management of the Norfolk and Western, Baltimore and Ohio and Chesapeake and Ohio

roads, which will be assumed to be practically parallel and competing lines.

That the Seaboard Air Line and the Frisco lines are very closely allied, and that they will connect through the South and Western from some point in the Carolinas through Bristol to Cairo, Ill. is generally believed in Southern circles.

The Southern Railway has issued a preliminary report of its income account for the year ended June 30, 1906. The figures are not yet made public in a favorable showing; particularly in regard to gross earnings. These amounted to \$53,041,438, as compared with \$48,145,108, for the fiscal year ended June 30, 1905, an increase of \$5,416,331, or equivalent to a gain of 11.42 per cent. Of this amount, however, only \$13,688,229 was saved for net earnings, owing to an increase in operating expenses and charges of \$1-

therefore, was only \$805,706, or equal to 6.17 per cent. The increase in operating

expenses were equivalent to 13.37 per cent. The balance over fixed charges amounted to \$5,229,095, an increase of \$7,433,400 over the 1935-36 charge of \$4,795,695. The balance was charged to the 5 per cent dividend on the preferred stock amounting to \$3,000,000, leaving a surplus available for appropriations, etc., of \$2,229,095. The amount set aside for this purpose was \$999,827, \$56,722 less than in the preceding year, so that the net surplus carried over at the end of the year amounted to \$1,229,269, an increase of \$134,168 as compared with 1935.

The report shows large expenditures for the maintenance of equipment and cost of conducting transportation, due to the increased cost of fuel, and the increase in wages paid to trainmen, yard and station labor. The detailed report is as follows:

	1908.	1909.
Mileage	7,374	7,195
Gross	\$53,641.439	\$48,145.108

Expenses and taxes.	39,773,129	35,082,515
Net	<u>\$13,868,300</u>	<u>\$13,062,593</u>

The South and Western is to be continued as a feeder of the Seaboard Air Line in the South. It is to become the

coal carrying highway for the Seaboard, when completed across the Cumberland mountains, is making the public Alfred

"To a great extent the coal that is brought from the Clinchfield region will be shipped to the South. We will first look after the building up of the inland markets before turning our attention to the export trade. Later, probably, a great deal will be shipped to Southern ports for export markets. What will be the main port for export coal shipment has not been determined. It will be along the Southern coast."

Much work on the South and Western coast was completed in Virginia. President

Walter says, and work on the tunnel through Clinch Mountain is moving ahead. The tunnel is expected to be completed in August.

along. Within three years it is expected it will be completed. Construction forces from that end of the line are now pushing the work into Eastern Tennessee. Most of the tunnels through the mountains in

Western North Carolina have been completed. Owing to the scarcity of labor

During the month of June, 25,996 tons of steel rails were exported from the United States to Great Britain.

States, valued at \$713,363, against 22,040 tons, valued at \$534,001, for the same period in 1906.

For the twelve months ending June, 346,836 tons, valued at \$3,904,642 were exported, against 400,429 tons, valued at \$10,288,346, for the same period in 1905.

The Pennsylvania is to build at a cost of \$5,000,000 a five mile terminal line to connect its Pittsburg line out of Buffalo with the Western New York and Pennsylv-

ginia at the same point. It will run from the town of West Seneca, just outside Buffalo, and parallel the New York

The Pennsylvania has again recorded a fast run—in fact, the fastest ever made by a passenger train over the mid-die division. It was accomplished by the Chicago Limited Express. It left Al-

toona twenty-three minutes late and reached Newport, 103 miles, in ninety-one minutes.

The Mobile and Ohio will spend \$1,000,000 building freight yards at Jackson, Tenn., and double-tracking the line from that city to Corinth, Miss.

The case of George W. Armstrong
against the Consumers' Ice Company

came up yesterday in the Law and Equity Court, and judgment was entered for \$250 in favor of the plaintiff.